

Amendments to the Claims:

Please cancel claims 1 to 15 as presented in the underlying International Application No. PCT/EP2003/013752.

Please add new claims 16 to 30 as indicated in the listing of claims below.

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-15 (canceled).

Claim 16 (new): An aircraft door arrangement, especially for an airplane, comprising:

a door;

a door frame;

a support arm having a door side pivoting axis defined by two articulated joints disposed at a distance from each other in a vertical direction of the support arm and a frame side pivoting axis, the door disposed on the support arm and pivotable about the door side pivoting axis and the support arm disposed on the frame and pivotable about the frame side pivoting axis, wherein at least one of the articulated joints includes two bearings disposed at a distance from each other in the vertical direction, one of the two bearings including a pivoting drive mounting;

a pivoting drive disposed in a region of the support arm and attached to the pivoting drive mounting, the pivoting drive configured to pivot the door; and

a driven element coupled to the pivoting drive and to the door and configured to transmit an actuating movement of the pivoting drive to the door;

Claim 17 (new): The aircraft door arrangement as recited in claim 16, wherein, relative to the vertical direction, the upper one of the two articulated joint includes the two bearings and the lower one of the two bearings includes the pivoting drive mounting.

Claim 18 (new): The aircraft door arrangement as recited in claim 16, wherein, relative to the

vertical direction, the lower one of the two articulated joint includes the two bearings and the upper one of the two bearings includes the pivoting drive mounting.

Claim 19 (new): The aircraft door arrangement as recited in claim 16, further comprising an attachment device configured to detachably affix the pivoting drive mounting to the support arm.

Claim 20 (new): The aircraft door arrangement as recited in claim 16, wherein the pivoting drive mounting is configured integrally with the support arm.

Claim 21 (new): The aircraft door arrangement as recited in claim 16, the pivoting drive mounting includes a bearing section, the bearing being formed in the bearing section.

Claim 22 (new): The aircraft door arrangement as recited in claim 16, wherein the pivoting drive mounting includes a pivoting drive attachment section extending essentially vertically with respect to the door side pivoting axis and connected to a front section of the pivoting drive.

Claim 23 (new): The aircraft door arrangement as recited in claim 16, wherein the pivoting drive includes a support arm attachment section.

Claim 24 (new): The aircraft door arrangement as recited in claim 16, wherein the pivoting drive mounting has a driven axis disposed flush with the door side pivoting axis.

Claim 25 (new): The aircraft door arrangement as recited in claim 16, wherein the pivoting drive mounting is disposed in the door side pivoting axis and between the two articulated joints.

Claim 26 (new): The aircraft door arrangement as recited in claim 16, wherein the pivoting drive includes a hollow driven shaft and a bearing pin engaging non-rotatably into the shaft, the bearing pin extending all the way through the first bearing and into the pivoting drive mounting, and wherein the driven element is connected non-rotatably to the bearing pin.

Claim 27 (new): The aircraft door arrangement as recited in claim 16, wherein a portion of the

pivoting drive attached to the pivoting drive mounting forms a hinge site.

Claim 28 (new): The aircraft door arrangement as recited in claim 16, wherein a driven shaft of the pivoting drive forms a hinge pin of the one articulated joint on which the pivoting drive mounting is disposed, and wherein the driven element is rotatably connected to the driven shaft.

Claim 29 (new): The aircraft door arrangement as recited in claim 16, wherein the driven element engages the support arm between the pivoting drive mounting and the other of the two bearings.

Claim 30 (new): The aircraft door arrangement as recited in claim 16, wherein the door is a passenger door.